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(PURE APPLE JUICE).  
\$4.00 PER ONE DOZ. QUARTS.  
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# Hongkong Daily Press.

ESTABLISHED 1857

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IN HOCK BOTTLES.  
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**WATSON'S**  
"E"  
VERY OLD LIQUEUR  
**SCOTCH WHISKY.**  
**A. S. WATSON & CO.**  
LIMITED,  
THE HONGKONG DISPENSARY. [a163]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
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Apply to G. C. ANDERSON,  
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FAMOUS  
**KILMARNOCK WHISKY.**  
This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
**SIEMSEN & CO.**  
Hongkong, 1st January, 1901. [49]

**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
NET  
"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [48]

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**  
TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.30 p.m. Every 10 minutes.  
12.30 p.m. to 1.30 p.m. Every 10 minutes.  
1.30 p.m. to 2.30 p.m. Every 10 minutes.  
2.30 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.30 p.m. Every 10 minutes.  
4.30 p.m. to 5.30 p.m. Every 10 minutes.  
5.30 p.m. to 6.30 p.m. Every 10 minutes.  
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8.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.30 p.m. Every 15 minutes.  
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NIGHT CARS as on Week Days.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL Cars by arrangement at the Com-  
pany's Office, 28 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st April, 1901. [a208]

**VICTORIA  
CYCLE  
EMPORIUM.**  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
**MCKIRDY & CO.,**  
43 & 45A, QUEEN'S ROAD EAST. [a243]  
Hongkong, 4th April, 1901.

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 375 lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 2nd July, 1900. [a3102]

**GOLD STORAGE.**  
**THE HONGKONG ICE COMPANY, LIMITED**  
is now prepared to receive perishable pro-  
visions for Cold Storage at East Point at  
Moderate Rates.  
**WM. PARLANE,**  
Manager.  
Hongkong, 17th February, 1899. [65]

**PHOTO-GRAPHIC** PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDER TAKEN.  
**A. CHEE & Co.,** 17A, QUEEN'S ROAD, HONGKONG. [a144]

**THE VICTORIA DISPENSARY**  
HONGKONG.  
AERATED WATERS.  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

**LANE, CRAWFORD & CO.**  
**BEDSTEADS.**  
100 BEDSTEADS IN BRASS AND IRON  
AND ALL BRASS.  
100 WIRE SPRING MATTRESSES.  
TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE  
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION  
IS INVITED.  
**LANE, CRAWFORD & CO.**  
[a38]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the Label. This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.  
**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.  
**AMOROSO SHERRY,**  
\$20 PER DOZ.  
**LA TORRE SHERRY,**  
\$16.75 PER DOZ.  
A natural and most pleasant wine to the taste.  
**BENEDICTINE LIQUEUR—**  
D.O.M.,  
\$39.75 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.  
**AGENTS—SIEMSEN & CO., HONGKONG.** [a47]

**CHAMPAGNE.**  
JUST LANDED, A FRESH SUPPLY OF  
POMMERY AND GRENOS. SEC. AND  
EXTRA SEC.  
PER CASE OF 1 DOZEN BOTTLES... \$55.00  
2 " " BOTTLES... \$3.00  
Telephone No. 73.  
**SOLE AGENTS—**  
**CALDBECK, MACGREGOR & CO.**  
15, Queen's Road.  
Hongkong, 24th May, 1901. [a40]

**COTTAM & CO.**  
HONGKONG HOTEL BUILDINGS.  
CELLULAR CLOTHING.  
LIGHT, DURABLE, and COOL.  
A FULL STOCK OF  
TENNIS SHIRTS, DAY SHIRTS AND SINGLET.  
[a41]

**PLAGUE SPECIFIC.**  
**WATKINS' CHOW-SUI**  
**DISINFECTING FLUID**  
(NON-POISONOUS).  
Recommended by the Highest Medical, Scientific and Sanitary Authorities.  
This Fluid is a most powerful Germicide and Disinfectant, and destroys the Microbes of  
BUBONIC PLAGUE, SMALL-POX, ASIATIC CHOLERA, YELLOW FEVER,  
TYPHOID FEVER, GLANDERS, DIPHTHERIA, SCARLET FEVER, AND  
PHTHISIS. NON-POISONOUS, NON-CORROSIVE, SOLUBLE IN WATER, AND  
MORE POWERFUL THAN CARBOLIC ACID.  
**WATKINS, LIMITED.** [a43]

**REMINGTON TYPEWRITERS**  
WITH ALL REQUISITES.  
**SIEMSEN & CO.**  
SOLE AGENTS.

**TABLE DELICACIES JUST RECEIVED.**  
SALT PICKLED FISH. SALT MACKEREL. SALT HERRINGS. SALT SALMON BELLETS.  
FRESH MEAT. CERVELAT. WURST. SALAMI. SAUCISSON DE LYON.  
SARDINES (All Kinds). LEMONS. PICKLES. OIL. TOMATOES, &c., &c.  
FRESH CHEESE. BUTTER. CANNED FRUIT. NEUCHÂTEL. ROQUEFORT. LIMBURGER.  
YOUNG'S AMERICAN. MCMOREN'S (In Jars).  
OLIVES (All Kinds). SPANISH, FRENCH, and AMERICAN.  
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JAMS (All Kinds, in Tins or Jars).—ENGLISH, FINE, TH. AMERICAN.  
DRY VEGETABLES—LENTILS, GREEN PEAS, LIMA BEANS, PINK BEANS.  
CONFECTIONERY (All Kinds).—ENGLISH, FRENCH, AMERICAN.  
Apply to **G. GIRAUT, 6, Queen's Road, Central.** [a45]

**W. BREWER & CO.**  
NEW BOOKS AND NEW EDITIONS BY ENGLISH MAIL.  
Bigham's New Book of One Year in China... \$5.00  
Sif Robert's China... \$3.50  
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Solby's China at Home... \$2.25  
Chamberlain's Real Chinamen... \$3.50  
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Pearce's Egypt, by Guy Boothby... \$5  
Murray's Guide Book to India... \$10.50  
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We Forget Them, by Hooking... \$1.50  
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China and Her Mysteries, by Stead... \$1.00  
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Edward Blake, by Sheldon... \$1.50  
Pearce's Encyclopedia... \$70  
SWEET CAPOREL CIGARETTES.  
VIKING NAVY CUT  
MAY BLOSSOM  
LOG CABIN TOBACCO.  
WILLS' GOLD FLAKE TOBACCO.  
WILLS' NAVY CUT TOBACCO.  
SWAN FOUNTAIN PENS.  
WATERLOWS' MULTIPLEX INK.  
MATHEMATICAL INSTRUMENTS.  
VERY LARGE NEW STOCK  
AT ALL PRICES.  
23 & 25, Queen's Road, Hongkong. [a37]

**THE CLUB HOTEL, LIMITED.**  
No. 5-B, BUND, YOKOHAMA.  
THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife devotes herself specially to the welfare of the Lady guests.  
All Passenger Steamers are met by the Company's Steam Launch.  
Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the Hotel Committee at the Railway Station to meet arriving guests.  
Tram fare Yen 4.00 per item upwards. Special rates for a prolonged stay.  
**A. H. CAMPBELL,**  
(Late of the Florence Hotel, Kandy, Ceylon),  
MANAGER.  
Hongkong, 3rd May, 1901. [1168]

**UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).**  
SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON.**  
CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNERAL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. CAURIC DALE METAL Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent... THOMAS SKINNER  
Superintendent... ARCHIBALD RITCHIE  
**DODWELL & CO., LIMITED, General Manager.** [a46]

**CHAMPAGNE "MONOPOLE."**  
HEIDSIECK & CO., REIMS.  
PURVEYORS TO THE IMPERIAL and ROYAL COURT at BERLIN.  
THE IMPERIAL ROYAL COURT of AUSTRIA.  
THE IMPERIAL COURT of RUSSIA.  
**CARLOWITZ & CO. Sole Agents.**

**FOR SALE.**  
30 PAIRS SHEET-IRON DOORS, suitable for Godown, Angle Iron Frames, &c. 7 ft. by 4 ft. 1 1/2 in. 7 ft. by 5 ft. 1 1/2 in. To clear, \$25 per pair.  
Apply to **C. E. WARREN,** 25, Aberdeen Street, Hongkong, 30th May, 1901. [1376]

**FOR SALE.**  
**EUROPEAN HOUSES AT LEIGHTON HILL ROAD,** 80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.  
**A. RUMJAHN,** Hongkong, 29th May, 1901. [1377]

**FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.**  
For Particulars, apply to **E. C. WILCOX,** 8, Broomfield Arcade, Hongkong, 22nd May, 1901. [1369]

**NOTICE.**  
TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of **Messrs. GIBB, LIVINGSTON & CO.,** Agents. Hongkong, 14th February, 1901. [658]

**INTIMATION.**  
GOLD MEDAL PARIS 1878 1889.  
of Highest Quality and having Greatest Durability are therefore CHEAPEST.  
**JOSEPH GILLOTT'S PENS.**  
The Only AWARD.  
Chicago, 1893.  
NOMINATIONS FOR THE BANKS.  
Barrel Pens, 225, 220, 202.  
Slip Pens, 332, 300, 287, 168, 402, 7,000.  
In Fine, Medium, and Broad Points.  
**THE NEW TURNED-UP POINT, 3261**

**HONGKONG HOTEL.**  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout.  
Wines and Groceries imported specially from Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE. [150]

**THE PEAK HOTEL.**  
City Office: 7, Duddell Street. [605]  
**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, THE PEAK,** near the Tram Terminus.  
Tel. 56.  
For Terms, apply to the MANAGER.  
Hongkong, 2nd July, 1900. [153]

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly Spacious Rooms.  
Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.  
The Hotel is situated near all the Banks and Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent; under Experienced Management.  
Terms Moderate.  
**A. FONSECA,** Manager.  
Hongkong, 1st December, 1899. [52]

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE,** J. H. DOWNS, Proprietor, Manager.  
Hongkong, 6th September, 1900. [1677]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine excellent. Prompt Attendance. Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "Hingkee" [1919]

**THE HONGKONG PASSENGER'S TRANSFER CO.**  
20, LEE YUEN STREET EAST.  
ACCEPTS ORDERS to TRANSFER BAGGAGE to all parts of Hongkong, also from Ships to Shore and to Outgoing Vessels, thus saving Travellers all trouble and annoyance. Our Launch meets all incoming Passenger Boats.  
**W. H. G. MORDEY, Manager.**  
Hongkong, 20th May, 1901. [a1232]



## INTIMATION.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS  
OF

**AERATED WATERS**  
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

**A. S. WATSON & CO.**  
LIMITED,

THE HONGKONG DISPENSARY.

HONGKONG.

Hongkong, 31st May, 1901.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the new columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous signed communications that have already appeared in other papers will be inserted.  
Letters for the columns of THE DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.  
Telegraphic Address: WATSON & CO., Ltd., P.O. Box 23, Telephone No. 12.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 31st May, 1901

The Viceroy of Chihli has requested that the Rev. Timothy Richards shall remain at Peking to formulate a set of regulations to obviate any future missionary troubles in China, and it is a great testimony to this able missionary that he has inspired the Chinese with such confidence as to draw this proposal from LI HUNG-CHANG. Nor is it possible, if the problem can be solved in such a manner, that a better choice could have been made. Mr. Richards is known to the European residents all over China and to a very great number of natives as an upright, wise, and level-headed man. Were the mass of missionaries like him there would be little cause for missionary troubles. But the difficulties at the outset of the task proposed for him are enormous. Granted that he is able to formulate a set of rules acceptable to the Chinese, is it at all probable that they will be received favourably by all the missionary bodies themselves? Will the Roman Catholic priests consent to forego the official privileges which have been extorted from China on their behalf? And yet we can imagine no cure for missionary troubles which does not abolish this anomaly. Again, Mr. Richards must assume that the missionaries are to be prudent and well-conducted. But it is of course ridiculous to imagine that a total change will come over all the members of the bodies loosely classed together as "Protestant" and of the Roman Catholic societies. Unless a restriction be put upon the influx of missionaries, we shall again get the unfit and half-educated, even the mercenary, intruding as before in a field where they have no right, and by their example bringing reproach on their worthy and honourable fellow-workers. As to the question of women-missionaries, we have

not the advantage of knowing what are the views of Mr. Richards. We should imagine, however, that to a man of such experience as he possesses there can be little doubt that the unlimited travelling of white women, accompanied by their children in no few cases, to remote districts of the interior of China, in some of which at least the inhabitants have proved that they are at heart no better than savages, is reprehensible. We should use a far stronger expression, and we are convinced that the mass of impartial people look on this conduct on the part of certain missionary bodies as a deep reproach to them and of their members who support the practice.

Such are a few of the difficulties which attend the task which the Rev. Timothy Richards has been asked to undertake. More will suggest themselves to our readers. We do not think, however, that Mr. Richards's work need be in vain. Perhaps the utmost for which we are justified in hoping is that the suggestions put forth may be taken as the basis of a discussion on the question, and that the religious bodies engaged in the work of proselytising in China may be induced to look into the matter, and attempt to correct the numerous blunders which they have made in carrying out their plans. The likelihood of the Governments, whose nationals the missionaries are, taking any notice is too remote, perhaps, to be worth consideration; so that the duty is all the more incumbent on the missionary societies to rectify the mistakes which they have made in the past. They have had ample opportunity of learning that mere zeal is not a sufficient equipment for the agents whom they employ. All the well-meaning young people in the world will not produce as much result as one able and practical teacher. If China be capable of conversion to Christianity, it will certainly not be by means of such instruments as have been found wanting in the past. We are unable to see what objection the various societies have to selection of their agents on some rational principle. It is surely a very false view of the history of Christianity which would make out that its successes were gained by instruments taken up at random, in the manner in which Chinese troops have been known in the past to choose their weapons.

Owing to pressure on our space, we are compelled to turn over some interesting letters from correspondents on to page 5.

The British cruiser *Endymion* arrived in the harbour yesterday from Weihaiwei. The hospital-ship *Gladwin* left for Taku.

Five leading Tokyo papers, including the *Mainichi*, are reported to have been suspended for discussing too freely the democratising of the government.

The Southern Indian Association have asked for support for their proposal to tax Ceylon and other foreign teas imported into India, stating that in 1899 1 million lbs. and in 1900 1½ millions of Ceylon tea had come into India duty free, mostly without estate marks, and of inferior quality. The matter has been deferred for further enquiries.

The various Government Departments in Ceylon have been called upon to furnish accounts regarding the expenses incurred in connection with the Royal visit. It will be some time before the total amount expended can be ascertained; but it is anticipated that the cost of the Royal visit has largely exceeded the £50,000 originally voted in Council.

At a banquet to Mr. Doumer given by the Société d'Economie Industrielle at Paris a fortnight ago, the president of that body announced that it had contributed to the commercial exploitation of Yunnan. Mr. Doumer amid applause appealed to the Society for help in French Indo-Chinese enterprises. It is now stated that he will leave France for the East on the 13th July. At present he is busy with the organisation of the Yunnan Railway Co.

The *Foochow Echo* of the 23rd May says:—The late Tartar General, Shan Lien, is to be buried with his fathers outside the Chi Hua gate of Peking, in the family burial-ground. His coffin was escorted in great state on Thursday from the City to the steamer (*Hsin Ping*) which is taking it up to Shanghai. At two in the afternoon the funeral cortege arrived at the long Bridge jetty on the island. The coffin was borne by thirty-six bearers on a magnificent bier. Near the jetty, where the coffin had to pass, two tables were laid out, on which stood the usual sacrificial offerings and the tablets of the late General and his ancestors. All the high Provincial Authorities, Tartar and Chinese, (except the Viceroy, who could not be present) were in attendance. The Chinese officials, including the Provincial Judge and the Taoists, Superintendents of the Board of Foreign Affairs, all knelt down and kowtowed to the tablets at one of the tables; at the other, and the firing of cannon and the blowing of shawms, the new Tartar General and his suite knelt while the names and titles, life, deeds, illness and death of Shan Lien were read out to the world. The new General kowtowed to the tablets of the dead one, and all the officials rose to greet the nephew and heir of the man who had gone to join his ancestors. The Foreign Consuls with the exception of the French and Dutch were all present, and saluted the coffin as it passed.

Paris telegrams make the end of June the probable date of termination of the negotiations at Peking.

It is stated that Germany is trying to acquire a coaling station at Margarita Island, in the Caribbean Sea, off the mainland of Venezuela.

The Indian Contingent, which took part in the Commonwealth celebration in Australia, returned to Bombay on the 7th inst.

The Secretary of State for War at the end of April approved of the increase of the establishment of the 1st Battalion Irish Guards, formed about 12 months ago, from six to eight companies from May 1st.

The Straits Government has sanctioned the Singapore Municipal electric light installation scheme, for the provision of which a sum of \$150,000 has been set apart in the new Singapore municipal loan of \$1,000,000.

Two fasting women are attracting much attention in India. The first, a Hindu, claimed not to have touched food for nearly three years. The second is a Bengali Hindu lady who has not taken food or drink for thirteen years and a half.

On the 26th and 27th April the chess match by cable between Oxford and Cambridge combined and the American Universities was played. Like the larger event of the previous week, it ended in a draw, the score being three games all.

Australian fauna is still undergoing changes owing to the influence of man. The Agent-General for New South Wales in London recently inspected the Marine Biological Institute at Plymouth, with the view of introducing varieties of English marine fish into Australian waters.

A somewhat sensational statement with regard to Russian intrigues in the Balkan Peninsula was made by the St. Petersburg correspondent of the *Times* at the beginning of the present month. This statement is to the effect that General Konoropkin, the Russian Minister for War, at the instance of a secret military convention, is now conducting negotiations with the object of giving Russia, in the event of complications arising, the control of the Serbian army. If these complications should result in the partitioning of European Turkey, Serbia is to receive as her portion Novi Bazar, in Albania, and a part of Macedonia.

A London telegram in the Australian papers says:—Lord Hawke (captain of the Yorkshire cricket eleven) and Messrs. J. E. Mason, Owen, P. F. Warner, and D. L. A. Jephson (captains of Kent, Essex, Middlesex, and Surrey respectively) have published a manifesto to the effect that the proposed alteration in the leg-before-wicket rule, giving the umpires greater powers, would encourage blind slogging to such an extent as to ruin club and local cricket. Dr. W. G. Grace is of opinion that the proposed amendment would benefit first-class cricket by lessening the number of drawn games, but thinks it would injure club cricket where umpires were of doubtful ability.

A warning against the new policy of expansion in America was recently uttered by Dr. Monceux D. Conway, himself an American and at one time an Abolitionist leader. "The pomp and pride of strutting round the world," he said, "all the lust of conquest and glamour of war, have destroyed irrevocably the former America." When Dr. Conway was introduced to Ruskin the latter said, "Your country is growing so big that it may swallow us all up." That remark amused its hearer, but now Dr. Conway would not take it so lightly. "A host of infidel demagogues and missionaries are persuading the people that they have a mission to Americanise the universe," he complained, and proceeded to cite a resolution taken by the Puritan Pilgrims of New England:—Resolved (1) That the earth is the Lord's and the fulness thereof; (2) That what belongs to the Lord belongs to His saints; and (3) That we are His saints. Thereupon began the extermination of the red men. "The same spirit," he concluded, "survives, or has revived."

The *Calcutta Englishman* says: Having become convinced—as from the nature of the mistake it was inevitable that we should become convinced—that we have been misinformed with respect to Ahmednagar, one course only remains open to us, and that is a frank expression of regret for the strictures which we passed a week ago upon the sanitary condition of the station. We erred in generalising too widely from the narrow premises afforded by the Sanitary Commissioner's report for 1899. From the virtuous, if not always grammatical, wrath of our contemporaries we gather that a hasty generalisation is a new departure in Indian journalism; but possibly the Solomon of Allahabad and Bombay have better memories than they would wish us to believe. The singular fatality that the last available report should have presented Ahmednagar in so unfavourable a light will doubtless be admitted at least in partial explanation of our fault. The conditions of stress and hurry surrounding journalistic work everywhere, and in India especially, will account for the rest. But we regret profoundly that the mistake should have been made.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 30th May, 8.12 p.m.

## SIMPLIFICATION OF CEREMONIES.

An Imperial Decree abolishes all precedents as to the procedure of the Six Boards and orders the Government to return to the simple rules of the ancient dynasties.

LONDON, 29th May, 5.45 p.m.

## BRITISH PROPOSALS ACCEPTED.

Dr. Morrison telegraphs to the *Times* from Peking that Russia agrees to the British proposal for the appointment of a mixed Commission. She is also expected to agree to the British proposal as to the payment of the indemnity.

[This second proposal was that China should pay the Powers in bonds representing the indemnities claimed, and should earmark certain sources of revenue, the yield being paid to a special receiving board for distribution among the Powers.]

## A COMMISSION OF HEADS OF BANKS.

A Paris telegram says that the Ministers at Peking unanimously wish the Commission to be composed of the heads of foreign banks named by each Government.

## REUTER'S SERVICE.

LONDON, 29th May.

## SOUTH AFRICA.

There is no news yet as to any serious fighting with Commandant Krüger's column, which is now estimated at 600 strong, but several British columns are operating against him and Commandant Colenbrander.

A squadron of Kitchener's Scouts has captured fifty Boers near Pietersburg.

## THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 43 fresh cases of plague (35 Chinese, 3 other Asiatics, and 2 Europeans), with 38 deaths (35 Chinese, 3 other Asiatics). The corrected figures for the year are 906 cases (874 Chinese, 20 other Asiatics, 12 Europeans), and 846 deaths (827 Chinese, 15 other Asiatics, 4 Europeans).

Mr. H. Fauchel, manager of the Praya East Hotel, is the latest European victim to plague. He and Mrs. Willoughby (whose illness from the disease we reported in our issue of yesterday morning) make the two fresh European cases mentioned in the last returns by the Sanitary Department.

All the other European patients continue to make satisfactory progress.

## THE NICARAGUA CANAL.

The *Times* New York correspondent wrote on the 25th ult.:

"The hopeful telegrams from Washington about a new canal treaty do not bear much analysing. They all make the neutrality of the canal the pivot of future negotiations. They ignore Lord Lansdowne's other objections to the recent Senate amendments. They assume that the Senators who three months since gleefully accepted the Hay-Pauncefote Treaty on similar lines. Mr. Hay is said to be sanguine of success. He was sanguine before. Quite recently his friends announced that his efforts to win over a majority had failed because so many Senators declined to commit themselves in advance to any proposition. Their attitude on the pretext that they had not been consulted. Now that they are consulted about a new one they refuse to declare themselves one way or the other. They want no treaty; they mean to reserve the right to reject any treaty."

Nevertheless the Government says a Washington dispatch to the *New York Sun*, "believes it is safe to draw a convention with a provision of neutrality acceptable to both the Senate and the Salisbury Ministry. Mr. Hay is a very able diplomatist. If he is able to work this miracle he will deserve a higher place than 'ow. To Americanise, not to neutralise, the canal is the rooted purpose of canal jugglers inside and outside the Senate. They know England will not agree; that is why they intend to prevent a new treaty, abrogate the Clayton Treaty, and build an American canal in defiance of treaty obligations. All these stories of a probable agreement are bolstered by repeated assertions that negotiations have begun between Mr. Hay and Lord Pauncefote. The assertion is baseless. No negotiations have begun, nor can Lord Pauncefote's departure have been, as is alleged, postponed, because no date was ever fixed. It is, perhaps, safe to assume that the reports about the Senate are intended to test the state of public opinion."

## LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Kaga Maru* (American Line) left Yokohama for this port on the 29th inst., and is expected to arrive here on the 4th June.

The N. Y. K. steamer *Kanagawa Maru* (European Line) left Singapore for this port on the 29th inst., and is expected to arrive here on the 5th June.

## THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

## III.

## A PLAGUE HOSPITAL SCANDAL.

## GOVERNMENT APATHY.

## OFFICIAL CONFIRMATION OF LOCAL MISGOVERNMENT.

## REMEDIES FOR EXISTING EVILS.

In commencing the third and final article on the "Grievances of this Colony," may I be permitted to endorse in its entirety the able article which appeared in Monday's *Hongkong Daily Press*? In the two articles which have appeared above the signature of "Scrutator," and in the whole of the correspondence which arose from these, the good government of this Colony in matters of more than municipal and local interest has not been questioned. We have much to be grateful for: such is the privilege of a resident in any British Crown Colony. In endeavouring to bring about reform in the Sanitary condition of Hongkong, and to remedy other abuses which may be considered purely local; or parochial, or municipal, I take it, we are doing as with but one ambition—to promote to its utmost capacity the general prosperity of Hongkong, and to perfect as much as possible its present system of local government. In doing this we are acting up to the best traditions of Englishmen. In Hongkong we possess undoubted privileges; we also possess undoubted and unmitigated evils. It is our duty as colonists, and the duty of the local Government also, to remedy abuses, and check—if money, brains and energy can do so—any existing evils. The local Government has apparently tried and failed; for the evils continue to flourish and the colonists pay the penalty. We are justified in writing of Government efforts in the past tense, because it is obvious, for he who runs may read, that the Government is now apathetic and inactive, and the grievances march triumphantly on. If the Colony of Hongkong were transferred to the centre of England arrayed in all the glory of its numerous conspicuous abuses, a thorough overhauling would be but a question of days. Therefore, as such grievances could not for any length of time exist at home, why should they continue to survive here, and if anything, grow worse in the present? Conditions and surroundings are different here, we know; but as the local Government always ignores this argument, it may not be out of place to follow that example in the present hypothesis.

It would be of value to the public to know what new steps the Government has actually taken in dealing with plague since the Europeans were attacked. It would also be of interest to know what the Government has done in the way of reform since the gross Sanitary scandals were pointed out. At the present moment Hongkong is infecting the world with plague, which is also pressing harshly on the business of the Colony. During H.E. the Governor's absence at Macao he has no doubt been kept well informed as to the heavy progress of the disease, and particularly of its attacks on Europeans. The only step of late that has come to the notice of the public which the Government has undertaken in the interest of Sanitary reform, is that of the establishment of public baths for coolies, which all will be glad to see, are being much used and appreciated. H.E. the Governor is to be personally congratulated on this improvement, which Dr. Clark and his colleagues on the Sanitary Board have persistently advocated, but hitherto unsuccessfully, for the last seven years. H.E. the Governor has also asked the Sanitary Board to consider a model lodging house for Chinese. This is gratifying, for the Board have been urging this for years past.

There is in existence at the present moment in connection with the Kennedy Town Hospital for infectious diseases an exceedingly grave scandal. This is a matter which does not come within the scope of things municipal, but it is an evil which should be immediately rectified by H.E. the Governor, concerning as it does so closely the public health in the treatment of plague cases. It is indeed typical of not a few official departments in this Colony. It has given rise to a serious allegation, which, however, has been found to be untrue. It was stated that the late Mr. Mehta died in Kennedy Town Hospital from bubonic plague unattended. This is incorrect, inasmuch as he was attended at the last by the wardmaster, or nurse, who resides near the premises. But Mr. Mehta was not attended, when he died, by a surgeon, for the reason that there is only one surgeon in attendance at the plague hospital, who is compelled to attend to other duties—the health of the Police, the Gaol and other services. This medical officer is exceedingly overworked, and it can readily be understood that during the present epidemic of plague the constant presence of a surgeon at Kennedy Town Hospital is absolutely essential to attend there and there alone. Moreover, it is the duty of the Government in compulsively removing patients from their own homes and from the constant care of their doctors to provide full and efficient medical attention at the hospital. The majority of deaths from plague are due to sudden heart-failure, and the attendance of a doctor, and not a wardmaster, is absolutely essential to prevent death by possible resuscitation when a patient becomes unconscious. The medical officer through pressure of other work is not only unable to be in continual attendance at the hospital, but is actually compelled to live a mile from it, instead of having a residence adjoining the hospital and within immediate call. It will be remembered that Dr. Thompson applied for medical assistance, which was refused. Seeing the large amount of money the Government has at its disposal, it is difficult to understand such grievous parsimony.

Seeing that the epidemic is now raging with increasing intensity, the want of an adequate medical staff to deal with it, and

the wretched insanitary condition of the Colony generally, which is so favourable to the spread of plague, one would have imagined that the Government would have risen to the occasion and invited medical men resident elsewhere to assist in combating the epidemic. An invitation would probably have brought many medical men here, now engaged in mission work in South China, who would cheerfully have given assistance. Even if not directly engaged in attending plague patients, their assistance would be invaluable to the overworked and scandalously undermanned Public Health staff.

In previous articles I have dealt with existing evils which a proper and adequate system of municipal control would conceivably abate. If any official confirmation as to the existence of those evils be needed, it is to be found in the last Report issued by that energetic, capable, but overworked officer, Dr. Clark, the Medical Officer of Health. His Report has been presented to the Sanitary Board, but for some reason, there was considerable delay in it being accepted by the Government. A few quotations from the report will prove of interest, and the words in black type appear so in the original copy:—

"The domestic buildings of the City of Victoria number 8,600 (exclusive of Barracks and Police Stations), of which 738 are European dwellings, while there are some 130 European dwellings in the hill districts."

"GENERAL SANITARY CONDITION."

"The year has been a very busy one, owing to the enforcement of the provisions of the Sanitary Properties Ordinance of 1898, which was passed on November 28th of that year, and which required *inter alia*, the provision of open spaces in the rear of many existing domestic buildings. A large number of old buildings throughout the Colony have now been provided with these backyards, and although they rarely exceed the legal minimum of 50 square feet in area, yet some improvement is already perceptible in the lighting and ventilation of the back part of many of these dwellings. All new domestic buildings must now be provided with back spaces in the rear of buildings, from 6 feet to 14 feet in width, in accordance with the depth of the house, and as plans of no less than 1,519 new buildings have been sent in during the year, it will be seen that this provision will gradually have a marked effect upon the general sanitary condition of the Colony. The Sanitary Board are now engaged upon an earnest attempt to secure a reduction in the present excessive height of buildings, for the provisions of the present law in this respect are calculated to stultify, to a great extent, the benefit which should accrue from these open spaces in the rear of buildings. For more than fifty years past, many of the larger cities of Great Britain have prohibited the erection of buildings of a greater height than the width of the streets on which they front, while in this Colony domestic buildings can still be erected, under certain conditions, to a height of 46 feet in lanes of only 14 feet in width, and in streets of just over 20 feet in width buildings can be erected of a height of 45 feet and can have balconies on either side of such street projecting over the footways and reducing the width of such street, which is open to the sky to 11 or 12 feet only. Many old houses which were originally designed as two-story buildings have recently been raised to three and four-story buildings under this present law, and the sooner therefore the law is amended in this respect, the better will it be for the general sanitary condition of the Colony."

"The question of the resumption of insanitary or obstructive buildings is one which must shortly receive the serious attention of the Government, as the vast majority of houses in the city which have been converted into insanitary courts by the erection of dwellings at both ends of the lane, leaving a passage-way only below the first floor. Such obstructive buildings should be resanned and demolished, and this can now be readily done under the Crown Lands Resumption Ordinance of 1900, while legislation is needed to prohibit the further erection of such obstructive buildings."

"Several additional latrines were in process of erection at the latter end of the year, but there is still the same urgent need for urinals, especially in the City of Victoria. This need has been pointed out by me since 1897, and it is, I believe, one of the principal causes of the offensive smells which arise from many of the street gullies and the drains, as, in the absence of suitable conveniences, the coolies have no option but to make use of these receptacles for the purpose."

"POPULATION."

"The population of the Colony at the census taken in January, 1897, was 248,880, while at the census taken in January, 1901, it was 293,955, exclusive of the army and navy."

"The City of Victoria is divided into ten Health Districts, with an Inspector of nuisances in charge of each district; there are also five first-class inspectors for the city, each of whom has the general supervision of two districts and has in addition certain special duties such as the disinfection of infected premises, the prosecution of offenders, the up-keep of the dust-boats, dust-carts, etc., and the control of the Chinese cemeteries."

"Nos. 5 and 6 Health Districts, which are situated in the centre of the city, show acute surface crowding while Districts 8, 4, 3, and 7 are almost as densely crowded. Owing to the conformation of the island, the only possible remedy for this acute congestion is the provision of more ready means of access to the outlying districts of the city, and it is to be hoped that the Government will see their way, at no distant date, to provide, or to encourage the provision of, tramways to East Point and the Shaukiwan Road with nominal fares for workmen, thus offering an inducement to the Chinese to reside in those suburbs."

"The density of population of the City of Victoria, as a whole, that is to say, including all the outlying vacant lands and the villages in Nos. 1 and 2 Health District, the Public Gardens in No. 3 Health District, and all the unoccupied hill-side below the upper limit of the City Health Districts (i.e. about 450 feet above high-water mark) is 126 persons per acre. In 1898 the average density of population in the administrative County of London was 60 persons per acre, while in Glasgow it was 61, in Liverpool 50, and in Edinburgh 47 persons per acre—Glasgow being the most densely crowded of the thirty-six large towns of the United Kingdom."

"It is here important to note that Glasgow is the only city in the United Kingdom where plague has appeared and where it has retained its hold."

MALABIA.

Writing on this, Dr. Clark states:—"In a recent Report to the Royal Society, Drs. Stephens and Christophers, who are working at this subject in Lagos, say that 'stagnant native malaria is at present the chief cause of error of thought rather be turned to the protection of Europeans, and I certainly think that the same principle holds good in this Colony.'











## INSURANCES

**TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG**  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th November, 1892. [29]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS AT 31st DECEMBER, 1899  
\$14,409,089.

I. AUTHORIZED CAPITAL... \$3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FIRE FUNDS... 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 22nd June, 1900. [1872]

**PHENIX FIRE OFFICE**  
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.  
**DOUGLAS LIPPAK & CO.,**  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [182]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**  
INCORPORATED 1851.  
CAPITAL... \$240,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**WM. MEYERINK & CO.,**  
Agents.  
Hongkong, 18th May, 1900. [1885]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG**  
The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.  
**SIEMSEN & CO.,**  
Hongkong, 29th May, 1895. [181]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPEL.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [114]

**"L'UNION" FIRE INSURANCE COMPANY, LD.**  
(Established 1828).

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.  
Claims settled direct without reference to the Head Office.  
**A. B. MABTY,**  
Agent.  
Hongkong, 1st August, 1900. [2794]

**"L'URBAINE" FIRE INSURANCE COMPANY, LD.**  
(Established 1838).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.  
**P. LEMAIRE & CO.,**  
Agents.  
Hongkong, 7th February, 1901. [439]

TO TOURISTS AND TRAVELLERS.

**THE STANDARD LIFE ASSURANCE COMPANY** grants Policies to Travellers for Three or Six Months without Medical Examination.  
Before leaving for a tour or for your holidays take out one of these Policies to cover any outstanding debts you may have or an overdraft at the Bank.  
The cost is trifling, and the benefit, should anything happen to you while away, will be incalculable.  
For Particulars of the Scheme, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 20th May, 1901. [1293]

**SUN INSURANCE OFFICE, LONDON**  
FOUNDED 1710.  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th May, 1892. [130]

**SALAMANDER FIRE INSURANCE COMPANY.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**HOTZ, & JACOB & CO.,**  
Agents.  
Hongkong, 2nd April, 1900. [33]

**POHOMULL BROTHERS**  
77 & 79, QUEEN'S ROAD CENTRAL.  
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.  
Have for Sale,  
INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.  
Oriental Embroidery, Bags, and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.  
INSPECTION IS SOLICITED.  
Hongkong, 8th November, 1900. [27]

**YEE SANG & CO.,**  
COAL MERCHANTS.  
Have always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.  
Address—Care of Messrs. KWONG SANG & Co.  
No. 144, DES VEOUX ROAD. [893]

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## MUNICIPAL REFORM.

TO THE EDITOR OF THE "DAILY PRESS."  
30th May.  
Sir,—If any further proof is wanted as to the aversion of the Hongkong Government to reform, I think the undermentioned cuttings from the Government Official Gazette, dated 25th May, will furnish it.

They prove that representations by competent Government Officers are ignored year after year, and that when remedied for the scandalous condition of things are suggested, a deaf ear is turned.

No wonder the cost of living is high when we learn that the monopoly for slaughtering animals for food has been sold to a Chinaman, and that the market space is totally inadequate, ill-lighted, and with ridiculously inadequate supervision.

We laugh at the Chinese methods of governing; but are we much better off? We shall hear of a monopoly for baking bread next. It appears that instead of reforming the Chinese we are copying their methods. Perhaps some of the missionaries who are at present out of employment might turn their attention to the Government.—Yours, etc.,

## PROTEST.

[Our correspondent first quotes the paragraph from the Report of the Medical Officer of Health, which deals with the excessive height of buildings, insanitary or obstructive buildings, population and acute surface crowding. As these are quoted elsewhere to-day we refrain from repeating them. The other paragraphs quoted are:—

"Amongst the accidental deaths of Chinese will be found no less than twenty (together with one non-Chinese death) as a result of the collapse of buildings, none of which were occasioned by fire. This appears to be a very heavy mortality from an obviously preventable cause, and suggests that a very much greater amount of supervision over the actual work, both of construction and of the repair of dwellings, is needed in this Colony."

"The total number of vaccinations recorded last year was 4,406 as compared with 6,529 in 1899, and 7,051 in 1898. This appears to be a most unsatisfactory state of affairs, and I think that more encouragement should be given to this most important means of prophylaxis. In 1897, I recommended that a small bonus should be offered to the Chinese House Surgeons at the Marine Hospital (Tang Wai, Ah Chee, and Netherwood) for all successful vaccinations, the vaccine to be supplied by the Government, with a view to increasing the number of vaccinated persons in the Colony, and thereby reducing the mortality from this disease. This scheme was specially recommended by the Sanitary Board, by resolution, in August, 1898, and has been urged by me in subsequent Annual Reports, but has, I regret to say, not yet been given effect to."

"Central Market.—Owing to increase of trade, additional accommodation is required in the poultry section for the killing and plucking of fowls, etc. I first reported this matter to the Board on September 7th, 1898.

"Nothing has yet been done to improve the lighting of this market, although upon February 14th, 1899, I brought the subject before the Board and pointed out that it could be lighted much better and cheaper by gas."

"It is a very great pity indeed that the new Western Market is not to be re-constructed upon its present site in accordance with many recommendations to that effect which have been forwarded to the Government by the Board.

"Seiyingpoon Market might be rebuilt and extended with advantage.

"Waichai Market is too small, and might be easily extended to cover the vacant space fronting upon Queen's Road, which would make room for a good many more stalls.

"Shanklin Market also needs extension. In 1899 I recommended that thirty additional stalls be added."

"Additional supervision required.—Upon July 17th, I recommended the appointment of an Assistant Inspector of Markets, pointing out that a third class Inspector, and pointed out that it was an impossibility that the supervision of these ten markets could be properly carried out by one Inspector, who is the only officer available for such duties at present.

"The effectual supervision of the food supply of the Colony appears to me to be one of vital importance to the health and well-being of the community. The magnitude of the work may be more readily understood when I mention that the total revenue collected as Market Rents during last year exceeded \$80,000."

"My recommendation was, however, not approved, hence I am obliged to do the best I can with the one Inspector."

"The monopoly of slaughtering animals in the Colony is still in the hands of a Chinese contractor.

"On July 17th, I again represented to the Board that the Government Animal Depots and Slaughter House at Kennedy Town could not possibly be efficiently supervised by one Inspector, upon whom devolved the entire responsibility of managing these premises during the whole twenty-four hours of each day, seven days a week, and recommended the appointment of two 2nd class men to assist him.

"As the slaughter-house is open day and night, work going on therein during the whole twenty-four hours, given three men, one Inspector could then do eight hours duty daily, including Sundays, instead of one man being practically upon duty during the whole of the twenty-four hours as at present.

"I further pointed out that this small additional expenditure could easily be borne, as since the erection of these buildings six years ago at a total cost of \$116,316.00, including preparation of site, terracing, building of retaining walls, landing wharf, and Inspector's quarters—they have returned in fees, after paying all working expenses, the handsome net sum of \$233,647.00.

"The two additional Inspectors asked for were, however, not granted.

"Shaughnessy and Aberdeen.—No proper slaughter-house has yet been provided for either of these two places."

## THE NEED OF FREEDOM FROM "RED-TAPE."

TO THE EDITOR OF THE "DAILY PRESS."  
30th May.

Sir,—Would it not be well to consider the need of freedom from red-tape in this colony? In the first place, you have in Hongkong the one hand streams of living water flowing

down the mountain sides, gathering in their courses the sweetest properties of the earth's surface and carrying with them, as they descend, those natural mineral gifts which, in Japan and elsewhere on this globe, are so valued and prized—even so treasured as to be made the means of building up almost gigantic commercial concerns. You have in this regrettably death-stricken Colony the most complete system, perhaps, of filtering these living streams that human ingenuity can devise. Yet with all this, you have two Europeans (whose combined pay does not amount to the salary and emoluments of an ordinary "Chinese No. 1") to superintend and take care of that colossal return for a large outlay of public funds.

Therefore deduce—  
(a) The water supply of this Colony is in danger of being cut off should either one or both of these Europeans fall from sickness, and Victoria would, as far as its water supply is concerned, be in the hands of a few Chinese coolies.

In the second place, it is conceded on all sides that the police of this Colony are undermanned. There is no question about it. Ask Capt. May, the Superintendent, the "Father" of the Colony, as the convicts termed him before our Chief Justice. He will tell you outright that he wants more men, yet two of his sergeants are "told off" at Government House—one to look after His Excellency, and the other to assist and wait upon Lady Blake during her shopping expeditions.

The Government have asked and obtained the aid of the military at the expense of \$1 a day for each man, yet the purpose for which they have been called out goes on all the same.

Therefore deduce—  
(b) Man our police force, and pay our European guardians of the peace sufficiently well enough to enable them to regard the Colony with pleasure.

Again, take the commerce of the colony, and as you, Sir, wisely remarked the other day, its boundless prosperity, equal, I believe you said, to any port in Asia, and in many respects of the world.

Yet, there are steamers arriving here discharging cargoes of fear, contributing to Hongkong's welfare, practically almost daily; indeed, the major portion of our imports is comprised in the word "Flour," and has been so for many years. Scarcely to speak, the five letters "Flour" are ignored, and you will, if you take the care, Sir, to examine the Harbour Master's returns, find that these five letters are excluded from his list. Our present Harbour Master is too much engaged, I presume, in keeping the buoys in order, and seeing that No. (say 1) is open or shut. Why on earth he should exclude from his return the word "Flour" when it contributes more to the wealth of this Colony than any other commodity is another piece of red-tape or, if it is not, is a thing, which, as Lord Dundreary said, "No fellow can understand."

Furthermore, whose duty is it to guard the approaches to the only means we have of access to the other side of the river? Travel from Blake Pier to the Extension at any hour of the night, and if you are not careful enough to keep well to the right, you will assuredly go into the Harbour. To prove this, ask Capt. May, and he will tell you that almost nightly his police officers are reporting to him narrow escapes from death, and even the loss of life itself. There is no guard, no rail round Blake Pier, or any other pier, or on the sea-wall. A well-known consulting-engineer-in-business adjoining the "Star" Ferry landing stage will tell you that he himself saved a life only a few days ago. They keep a policeman on duty with a big rod in his hand, something like a fishing-rod, and you can see him at 6 o'clock every evening walking to his post. He is placed there (that is, on Blake Pier) presumably to fish out those who, in the darkness are indiscreet enough to walk by the pier bank.

Therefore deduce—  
(c) Would it not be better for His Excellency, in order to better perpetuate his name, and land down to our coming generation the gubernatorial existence of our present Governor, that he should himself take a walk down to his pier and inquire into the matter?

Again, it has now come about that, notwithstanding all the police and military vigilance, the Chinese in the Colony have taken to dumping their dead bodies on the roofs of houses, and the Sanitary Inspectors have now been instructed (I believe) to ransack all the cock-lofts of the houses in their districts to look after dead bodies.

Therefore deduce—  
(d) Would it not be possible for a dead body to be resurrected, get up with plague, frightened at the appearance of the man in uniform, jump over the verandah, and the man in uniform be called upon to answer a charge of "killing and slaying" a resurrected body?

Moreover, and in conclusion, would it not be well for the Sanitary Board or His Excellency, for that matter, to consider whether it is advisable to turn a family out of one house where a case of plague is concerned, and permit them (without any quarantine) to take refuge in another house? I know a Chinese family, not a long distance from the Sanitary Board offices, who were turned out of their dwellings, and were compelled to seek shelter in another part of the city, after no end of refusals to receive them.—Indeed, I know of one wealthy Chinaman, who has left the Colony because a plague-stricken family took quarters close by where he resided.

Therefore deduce—  
(e) Do away with red-tape, and nine-tenths of these evils will disappear.

Yours, etc.,  
PUBLICIST.

## PLAGUE EFFECTS.

TO THE EDITOR OF THE "DAILY PRESS."  
30th May.

Sir,—Cannot something be done to check the carrying of personal effects along Battery Path, from the infected premises of Beaconsfield Arcade, at hours when residents are proceeding to and from the train station. I passed up this way on going to the Peak last evening at 8 o'clock and witnessed a number of coolies taking goods away from the back premises of the Arcade, leaving them along the pathway until more had been fetched. All precautions should be taken by the authorities to minimise the danger of infection; the case in point certainly does not tend in that direction.—Yours, etc.,

## PEAK RESIDENT.

## THE CRICKET GROUND.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 30th May, 1901.

Sir,—Your correspondent "Another Malcontent" has his upon one other long-felt want—if I may call it—in this Colony. Though not many, still we have places where a band may play during the afternoon or the evening, therefore, it is matter for wonder that we have nothing of the kind here, whereas, not to go further than Macao or Shanghai, the public enjoys a band twice or oftener a week in favourite places of resort.

Surely our public would be too grateful if our—say, the able band of the Madras Infantry who are here—were to play at least once a week at the Botanical Gardens, as was done in former times. It would be welcomed as a boon, after the heat and harass of the day, to pass a few hours inhaling the fresh air of the gardens and listening to the band. Trusting this suggestion will not be quite in vain.—Yours, etc.,

IF SMITH HAD EXPLAINED.  
My wife says, and she says it with a snap, that never, never again will the Smiths get an invitation to eat at our house. And when she says makes up her mind to anything, she sticks to it like shoe-maker's wax to a bit of wadded cloth.

You see the Smith's man and wife, were old and intimate friends of ours. We lived within a stone's throw of each other for many years, and were as thick as bread. As to our worldly estate, we were about on a level, in very moderate circumstances.

Between two and three years ago Smith's employers sent him to America on some business errand; he would not tell us what. A fortnight since he turned up at home and gave out that he had made a trade of money for himself while he was away.

Last Tuesday we had them to dinner; the best dinner my wife could get up. And it was a good one, if I do say it myself. Yet, socially, it was a failure. In the old times, Smith had the appetite of a oak-horse. Now he picked and winced over the very dishes that used to be his favourites. As my wife pressed him to taste this or that, he thanked her politely, but he didn't eat. Mrs. Smith apologised for her husband, and said he had been ailing somewhat since his return from America. So the dinner ended in disappointment, and the Smiths went home early.

"Poor Smith is ill," said I. "No," said my wife, "he isn't ill. He's proud. He thinks his old friends aren't good enough for him; that's where it is. He's rich, and we are poor, now." The worried woman here broke down and cried, and I went out for a consolation smoke.

And yet bless your soul!—wait a moment, however. If Smith had been perfectly frank and said, "I am not the man I was. I lived high in America, and I'm all gone to pieces with inflammatory dyspepsia, and this splendid dinner will half kill me if I eat it." If he had said that, we should have pulled through without a break. Why didn't he say it?

Here is a lady who does not hesitate to tell us her experience with that wretched ailment. Miss M. J. Barton is her name, and her home, 56, Bury Street, Sheffield. In a written statement dated September 19th, 1900, of which the following is the sum and substance. She says that it is now rather more than two years since her health began to fail. At first, she thought it was only some trivial ailment that would soon pass away, for she had no loss of appetite and a feeling of languor and weariness, there did not seem to be much the matter with her.

So she struggled on with her work as do countless thousands of brave women every day, hoping to be right again in a short time.

But alas! her hope was short lived, for Indigestion, that demon health-destroyer, had got her in its iron grasp and would not let her free. Instead of getting better, she became worse.

Her tongue was now always foul and nasty, and after taking food—no matter how little—she experienced such a sense of fullness and tightness in the chest that she could scarcely breathe. "It seemed," she says, "as if some heavy weight was resting on my chest and pressing in my ribs." Indeed her chest became so sore and painful that she could scarcely bear anything to touch it, and was almost afraid to walk about, the slightest jolting hurt her so.

This feeling of weight and oppression in the chest is one of the most distressing and common symptoms of Indigestion. Like the red flag of the railway signalman it counsels caution and warns of danger ahead. What untold pain and misery might be avoided if only we heeded these danger signals of nature, but there, what's the good of moralising. We don't take warning, therefore suffer in consequence. Miss Barton did, for she goes on to say—

"At times, I suffered intensely from wind spasms, and was constantly vomiting sour water. Sleep no longer refreshed me, for it only came in snatches and was disturbed by horrible dreams. Deprived of proper rest at night, and afraid to eat much because of the fearful pains that were sure to follow, small wonder I got so weak and thin, that at last I was forced to give in and take to my bed, where I stayed for six weeks. During that time I vomited a quantity of blood."

The doctor said I was suffering from Indigestion and an ulcerated stomach. His medicine enabled me to get down stairs again, but did not cure me, for I still suffered great pain after eating, and was always tired and weary.

In this condition I remained for several months, despairing of ever being well again, but, providentially, I was led to try Shiga's Syrup, and to that medicine alone is due my present good health. Now I can eat heartily and enjoy my meals without fear of pain, and feel brighter and better in every way than I have done for over two years."

Why Mr. Smith didn't mention his illness at our dinner, I don't know. He admitted it afterwards to me, but my wife hasn't forgiven him. "Haven't you?" he says. "Are those who died under the walls of Troy?" Happier yet, say I, are those who live and can eat what is set before them.

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When prepared is similar to Breast Milk.

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[1539]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BRETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 8th June, at Noon.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	McGREGOR BROS. & CO.	On 25th June.
LONDON	GLENGARRY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th June.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th July.
LIVERPOOL DIRECT	RAIPEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th June.
BREMEN, via PORTS OF CALL	HAMBURG	Ger. str.	—	P. Magin	MELCHERS & CO.	On 13th June, at Noon.
MAARSEILLES & LONDON	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
MAARSEILLES & LONDON	SOGOTIA	Brit. str.	—	T. Hild, R.N.R.	P. & O. S. N. Co.	On or about 15th June.
MAARSEILLES &c., via PORTS OF CALL	SHINANO MARU	Jap. str.	—	G. E. T. Cook	MESSAGERIES MARITIMES	On 3rd June, at 1 P.M.
MAARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 14th June, at Daylight.
MAARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	SKOVIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th June, at Daylight.
HAYRE & HAMBURG	WITTENBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG	NURNBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 12th June.
HAYRE & HAMBURG	SAMBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th June.
NEW YORK via PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—	—	McGREGOR BROS. & CO.	To-day.
NEW YORK via SUEZ CANAL	GLORANTY	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 20th June.
NEW YORK via SUEZ CANAL	INDRAMI	Brit. str.	—	—	SHAW, TOMES & CO.	On 25th June.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 1st Aug.
VICTORIA, B.C., & TACOMA, via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th June.
VICTORIA, B.C., &c., via SHANGHAI, &c.	BRANMAR	Brit. str.	—	W. Watt	DODWELL & CO. LIMITED	On or about 13th June.
PORTLAND, &c., via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 7th June.
SAN FRANCISCO via SHANGHAI, &c.	INDRAVELLE	Brit. str.	—	—	SHAW, TOMES & CO.	On 10th June, at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	DORIC	Brit. str.	—	—	U. & O. S. S. Co.	On or about 5th June.
SAN DIEGO, &c., via MOJI, &c.	NIPPON MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th June, at Noon.
AUSTRALIAN PORTS	BELGIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th June.
KOBE & YOKOHAMA	CHANGHAI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th June.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 28th June, at 4 P.M.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	J. Mackenzie	NIPPON YUSEN KAISHA	On 7th June, at Daylight.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 21st June, at Daylight.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st June, at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 18th June, at Noon.
MOJI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th June.
WEIHAWEI & TIENTSIN	WHAMPOA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	LYEEMOON	Ger. str.	—	Th. Lehmann	SIEMSEN & CO.	On 3rd June, at 5 P.M.
SHANGHAI & JAPAN	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 4th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SYDNEY	Fren. str.	—	Aubert	MESSAGERIES MARITIMES	On or about 4th June.
SHANGHAI	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 7th June.
ANPING, via SWATOW & AMOY	MAIDYU MARU	Jap. str.	—	S. Aizumi	MIYU BUNSEN KAISHA	On 12th June.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	—	—	MIYU BUNSEN KAISHA	On 5th June, at Daylight.
TAMUI via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 2nd June.
AMOY, SPORE, SAMARANG & SOERABAYA	SHANGHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SWATOW, Amoy & FOOCHOW	TAIPEI	Brit. str.	—	—	DOUGLAS LARSEN & CO.	On 2nd June, at Daylight.
ILOILO & CEBU	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MANILA	LONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th June.
MANILA	DIAMANTE	Brit. str.	—	—	SHAW, TOMES & CO.	To-day, at 4 P.M.
MANILA	SUNGKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
MANILA & ILOILO	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th June.
YAP, SAIPAN, GUAM, POKAPO, &c.	LOUISE J. KENNY	Amr. str.	—	—	B. J. BARLOW	On or about 3rd June.
SINGAPORE & BOMBAY	MELBOMENE	Aus. str.	—	—	SANDER, WIELER & CO.	To-day, P.M.
BOMBAY via SINGAPORE & PENANG	BORNIDA	Ital. str.	—	—	CARLOWITZ & CO.	On 12th June, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st June, at Noon.

## SHIPPING.

**ARRIVALS.**  
May 29, PAKHOI, British str., 1,218, Williams, Canton 28th May, General.—BUTTERFIELD & SWIRE.  
May 30, CHOYBANG, British str., 1,194, Bowker, Shanghai 25th May and Singapore 29th, General.—JARDINE, MATHESON & CO.  
May 30, THALES, British steamer, 838, A. J. Robson, Swatow 29th May, General.—DOUGLAS LARSEN & CO.  
May 30, MARIE JENSEN, German str., 1,771, P. Hommel, Saigon 25th May, Rice.—JANSEN & CO.  
May 30, RAJA BURI, German steamer, 1,180, Alibon, Bangkok 20th May, Rice.—MELCHERS & CO.  
May 30, ENDYMION, British cruiser, 7,350, A. W. Paget, Weihaiwei 24th May.  
May 30, FUSHUN, British str., 1,590, Lund, Canton 30th May, General.—CHINESE.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
30th MAY.  
Afridi, British str., for Singapore.  
Eastern, British str., for Sydney.  
Pakhoi, British str., for Shanghai.  
Taichow, German str., for Canton.  
Segovia, German str., for Singapore.  
Inaba Maru, Japanese str., for Swatow.  
Haiman, British str., for Swatow.

**DEPARTURES.**  
May 30, SACHSEN, German str., for Shanghai.  
May 30, FLANDRIA, German str., for Shanghai.  
May 30, STRANSBURG, Ger. str., for Shanghai.  
May 30, TIENTAI, German str., for Canton.  
May 30, KWANSEI, British str., for Canton.  
May 30, HAIMUN, British str., for Swatow.  
May 30, HAILAN, French str., for Hainan.  
May 30, RANSA, British str., for Sourabaya.  
May 30, GWALION, British hospital ship, for Taku.

**VESSELS IN DOCK.**  
ABERDEEN DOCK.—U.S.S. Denington, Bugle, side, Meade, Union, Irit, Katfong, Decatur, Juno, Natusa.  
COSMOPOLITAN DOCK.—Colonias, Simoyan, Palsan.

**SHIPPING REPORT.**  
The British steamer Thales, from Swatow 29th May, had light N.E. winds and fine weather.

## VESSELS ON THE BERTH

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

## FOR MANILA.

**THE Company's Steamship**  
"DIAMANTE."  
Captain A. Ramsay, will be despatched as above TO-DAY, the 31st inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 28th May, 1901. [1353]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

**STEAM TO SINGAPORE AND BOMBAY.**  
(In close connection with the Company's accelerated line to Trieste.)  
**THE Company's Steamship**  
"MELBOMENE."  
Captain Matovich, will be despatched as above TO-DAY, the 31st inst., P.M.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 20th May, 1901. [6]

## VESSELS ON THE BERTH

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

## FOR MANILA.

**THE Company's Steamship**  
"LOONGSANG."  
Captain Weigall, will be despatched as above TO-DAY, the 31st inst., at 4 P.M.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 28th May, 1901. [1349]

## REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"AFRIDI" ..... 31st May  
"HILGLEN" ..... 14th June  
"LOWTHER CASTLE" ..... 30th June  
"HEATHBURN" ..... About 17th July  
"HUDSON" .....  
"JUPITER" .....  
"SATSUMA" .....  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 24th May, 1901. [878-1194-988]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW AND AMOY.

**THE Company's Steamship**  
"DAIJI MARU."  
will be despatched for the above ports on SUNDAY, the 2nd June.  
For Freight or Passage, apply to  
THE MIYU BUNSEN KAISHA,  
Agents.  
Hongkong, 27th May, 1901. [17]

## COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS.  
**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA,  
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ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd June, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Flamin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 21st May, 1901. [9]

## COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS.  
**FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.**  
**THE Company's Steamship**  
"SYDNEY."  
Captain Aubert, will be despatched for the above ports on or about TUESDAY NEXT, the 4th June.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 29th May, 1901.

## PENINSULAR AND ORIENTAL

**STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	CEYLON { W. Hayward, R.N.R. }	Noon, 31st May	Freight or Passage.
SHANGHAI AND JAPAN	JAVA { G. W. Gordon, R.N.R. }	About 4th June	Freight or Passage.
SHANGHAI	CHUSAN { C. L. Daniel }	About 7th June	Freight or Passage.
LONDON, &c.	COROMANDEL { F. W. Vibert, R.N.R. }	Noon, 8th June	See Special Advertisement.
MARSEILLES AND LONDON	SOGOTIA { T. Hild, R.N.R. }	About 15th June	Freight only.

For Further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 24th April, 1901. [1]

## NIPPON YUSEN KAISHA

**(THE JAPAN MAIL STEAMSHIP COMPANY).**

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. Mackenzie	KOBE AND YOKOHAMA	FRIDAY, 7th June, at DAYLIGHT
KAGA MARU J. W. Ekstrand	VICTORIA, B.C. AND SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI AND YOKOHAMA	MONDAY, 11th June, at 4 P.M.
SHINANO MARU G. E. T. Cook	MARSEILLES, LONDON, and BARROW, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at DAYLIGHT
KAGOSHIMA MARU K. Kori	MOJI, KOBE AND YOKOHAMA	TUESDAY, 18th June, at NOON
SADO MARU W. Thompson	KOBE AND YOKOHAMA	THURSDAY, 21st June, at DAYLIGHT
YAWATA MARU A. E. Moses	NAGASAKI, KOBE AND YOKOHAMA	FRIDAY, 21st June, at NOON
MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at NOON
HITACHI MARU G. Anderson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT
ROSETTA MARU N. Tate	SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 27th May, 1901. [13]

## HAMBURG-AMERIKA LINIE.

**NORDDEUTSCHER LLOYD.**  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOWIA Capt. Forck	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 31st May } Freight.
WITTENBURG Capt. Hempel	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th June } Freight.
NURNBERG Capt. Mayer	HAYRE & HAMBURG (Calling at Singapore)	On 25th June } Freight.
SAMBIA Capt. Schmidt	HAYRE & HAMBURG (Calling at Singapore)	On 25th July } Freight.

For further particulars apply to  
**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 30th April, 1901. [1051]

## CANADIAN PACIFIC RAILWAY CO.'S

**ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R. .... WEDNESDAY, 30th June, 1901.  
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R. .... WEDNESDAY, 26th June, 1901.  
"EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, an make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:  
"ATHENIAN".....3,882 Tons, Comdr. H. Mowatt, ..... About WEDNESDAY, 12th June.  
"TARTAR".....4,425 Tons, Comdr. G. D. Bowles, R.N.R. About SATURDAY, 8th July.  
Taking Cargo and Passengers for all points in CANADA and UNITED STATES.  
In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Felder's Street.  
Hongkong, 16th May, 1901. [10]

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 18th June.
SACHSEN	THURSDAY, 18th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 28th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG," of the Norddeutscher Lloyd, Captain E. Magin, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 12th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 30th May, 1901. [9]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRANMAR	3,601	W. Watt	June 7th
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,837	J. Truebridge	July 16th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
HONGKONG TO LONDON, £22.  
Excellent accommodation. First-class Table. Doctor and Stewardess carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG TO NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days.  
Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.  
HONGKONG TO VICTORIA AND TACOMA, £25.  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRYA and St. MICHAEL.  
Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED,  
General Agents.  
Hongkong, 7th May, 1901. [17]



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT	"RHIPHEUS"	On 6th July.

(Taking Cargo at London Rates) S.S. "PROMETHEUS" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN to-morrow, the 31st inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 31st May.
AMOI, SINGAPORE, SAMARANG and SOERABAYA	"SHANTUNG"	On 31st May.
MANILA and ILOILO	"SUNGKIANG"	On 4th June.
MANILA and ILOILO	"KAIKONG"	On 4th June.
WENHAIWEI and NIENHSIN	"KWEIYANG"	On 5th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th June.
MANILA	"CHANGSHA"	On 10th June.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th May, 1901.

FOR YAP, SAIPAN, GUAM, PONAPE AND THE EASTERN CAROLINE ISLANDS.

THE Vessel

"LOUISE J. KENNY" will be despatched for the above ports on or about 3rd June.

For Freight, apply to B. J. BARLOW, Agent, Queen's Building, Hongkong, 30th May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL" Captain T. W. Vibert, R.N., carrying His Majesty's Mail, will be despatched from Hongkong on SATURDAY, the 8th June, at noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment. Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 29th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for Portland (Or.) on MONDAY, the 10th June, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLEN CAMERON, General Agent, or to SHEWAN, TOMES &amp; CO. Hongkong, 24th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOI).

THE Company's Steamship

"MAIDZURU MARU" Captain K. Sobajima, will be despatched for the above ports on WEDNESDAY, the 12th June.

For Freight or Passage, apply to THE MITSUI RUSSIAN KAISHA, Agents, Hongkong, 30th May, 1901.

THE Undersecret GENERAL AGENTS

in CHINA and JAPAN for the above lines are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.

THE O. & O. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked, to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,  
ACTING AGENT

Hongkong, 27th May, 1901.

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY" Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. &amp; GOW, Agents, Hongkong, 18th May, 1901.

## THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on or about 25th June, 1901.

For Freight, apply to JARDINE, MATHESON &amp; CO., Agents, Hongkong, 17th May, 1901.

Hongkong, 17th May, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "BELGIAN KING" About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJIL, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, China and Japan, Hongkong, 16th May, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CLAYTON, British str., J. Barker.—Dodwell &amp; Co., Ltd.

CONPATIA DE FLIPINA, Amr. str., D. Migno.—Orta.—Brundage &amp; Co.

EVIE, J. Ray, American barque, Kater.—Sander, Wieler &amp; Co.

ELANZA, British str., Arnot.—Standard Oil Co.

SEA WITCH, American ship, Howes.—Master.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From Australia, ex s.s. Victoria.  
From Persian Gulf, ex s.s. B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day.

Goods not cleared by the 31st instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent, Hongkong, 24th May, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD. Agents, Hongkong, 27th May, 1901.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong &amp; Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th June will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents, Hongkong, 29th May, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 31st inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 4th June will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th June.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents, Hongkong, 29th May, 1901.

## CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897.

## WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS,

GENERAL STOREKEEPERS,

No. 11, LEE YUEN STREET, EAST, Hongkong, 25th July, 1900.

## AMERICAN SYSTEM OF DENTISTRY

AT

No. 38, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF FOATE &amp; NOBLE), Hongkong, 15th September, 1899.

## C. E. WARREN,

BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET.

## SANITARY APPLIANCES SUPPLIED

and FIXED DRAINS, TRAPS,

WASTE PIPES, &amp;c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application.

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION OF SUPERINTENDENT OF PUBLIC WORKS AND GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON &amp; CO., Agents, Hongkong, 26th January, 1901.

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN &amp; CO. Hongkong, 3rd October, 1900.

## INTIMATIONS.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 57.

REMOVAL OF HIGH ISLAND BARRIER, BLENHEIM PASSAGE.

NOTICE IS HEREBY GIVEN that the HIGH ISLAND BARRIER is shortly to be REMOVED.

The date of discontinuance of the Red and Green lights which now indicate the passage through the Barrier will be notified later on; also what lights or marks, if any, will be put in their place.

L. A. BYWORTH,

Harbour Master.

Approved, F. A. MORGAN,

Commissioner of Customs, Canton House, Canton, 23rd May, 1901.

## NOTICE TO MARINERS,

No. 130 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

FAIRY WRECK BUOY TO BE PLACED ON THE WRECK.

NOTICE IS HEREBY GIVEN that on or about the 10th proximo the FAIRY WRECK BUOY, No. 3 in the published List for 1901, will be REMOVED from its present position and anchored on the WRECK.

A. M. BISBEE,

Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 22nd May, 1901.

## EYE-SIGHT.

MR. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 15, Queen's Road Central (R. HOUGHTON &amp; Co.) (Nearly opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spots of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

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## BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Bank in Saigon, the numbers of which said Notes are as follows:—

Series Y 491 to 1,000 of \$1 (One dollar) each

Series Z 491 to 1,000 of \$1 (One dollar) each

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the Banque De L'Indo Chine, accept no liability for the same.

By Order of the Chief Manager in Saigon.

For the BANQUE DE L'INDO CHINE, L. BERINDEOAGUE, Acting Manager, Hongkong, 26th February, 1901.

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